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4/12/00**U.S. EPA REGION V
POLLUTION REPORT****I. HEADING****Date:** April 12, 2000**Subject:** Industrial Highway/Gary Municipal Airport Oil Release Site,
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POLREP: # 9 - (Reporting period 2/5/00 through 4/1/00)**II. BACKGROUND****CERCLIS ID No:** IND067469437**Site No:** Z590**FPN:** 098022**IAG No:** RW69947898-01-0**ID No:** 99HR05F50203D**Start Date:** 4/7/99**Completion Date:** N/A**USGS Hydro Unit:** 04040001**Task Order No:** 9801-05-025**Response Authority:** OPA Fund-lead**NPL Status:** N/A**State Notification:** IDEM**Mobilization Date:** 4/8/99**Action Memo Status:** N/A

III. SITE DESCRIPTION

A. Incident Category: Time-Critical Removal Action - Oil Release Hazard

B. Site Location: Gary, Lake County, Indiana
LAT: 41°37'13" North; LONG: 87°25'14" West

1. Site Description:

The site is a drainage ditch located along the western boundary of the Gary/Chicago Municipal Airport in Gary, Indiana, that has been impacted by migrating oil and oil-contaminated groundwater. Previous POLREPs contain additional details on the site, the source of the pollutants and the downstream areas that may be affected by discharge from the ditch.

2. Description of threat:

Petroleum-contaminated discharge from the ditch may impact downstream receptors, which include a wetland area and the Grand Calumet River. Additional details can be found in previous POLREPs.

C. Preliminary Assessment

The release hazard was initially documented in U.S. EPA site assessment reports prepared in 1992. A pump and treat groundwater system, including an oil and water separator, was installed to address the contamination. However, the system was shut down in 1995, and was not reactivated until 1999. Additional details are contained in the previous site POLREPs.

IV. RESPONSE INFORMATION

A. Situation

Refer to POLREP #1 (dated 4/12/99), POLREP #2 (dated 5/12/99), POLREP #3 (dated 6/14/99), POLREP #4 (dated 10/13/99), POLREP #5 (dated 11/10/99), POLREP # 6 (dated 12/10/99), POLREP #7 (dated 1/7/00) and POLREP #8(dated 2/4/00) for details of the response actions conducted from 4/7/99 to 2/4/00.

1. Current situation and status of response actions:

From 2/5/00 through 4/1/00, removal activities performed at the Industrial Highway Site included the ongoing evaluation and continued operation of the upgraded product recovery system. Onsite activities performed during this period include monitoring of the product recovery system, making esthetic improvements to the product recovery building and the cleaning of the storage and discharge components of the product recovery system. As part of the ongoing improvement of the product recovery system, additional software was installed to further enhance the ability to remotely access, monitor, trouble-shoot and modify system operations. Concurrently with the software installation, contractor personnel were trained in its usage. The wooden overhang structure, which provides weather protection to the product recovery system's control panel, was shingled and painted on February 23, 2000. On March 24, 2000, National Industrial Maintenance was contracted by U.S.

EPA to steam clean certain components of the product recovery system. Because the suspected contaminant source at the Industrial Highway/Gary Municipal Airport site is oil-impacted, subsurface soils and groundwater located up gradient of the site (Conservation Chemical Site), the product recovery system was designed to discharge processed effluent back to the Conservation Chemical site into a square-shaped, concrete discharge chamber equipped with four radially-arranged, perforated, subsurface pipes. National Industrial Maintenance was contracted to perform sludge removal activities at the effluent holding tank located inside the product recovery building and at the concrete discharge chamber using high-pressure, water blasting followed by vacuum removal of decon water and sludge which had accumulated over the years. The discharge piping from the effluent tank and the discharge chamber were similarly cleaned by high-pressure jet rodding. These activities were completed on March 24, 2000.

A product recovery system is operational at the Industrial Highway Site to recover oil-contaminated groundwater migrating onto the site. The primary system components are four recovery wells and an oil/water separator unit. Through 3/31/00, a total of 2,471,400 gallons of oil-contaminated groundwater have been treated since the reactivation of the system on 9/24/99. Between 2/2/00 and 3/31/00, approximately 767,700 gallons of contaminated groundwater has been captured by the product recovery system and treated. Since 9/24/99, approximately 7,000 gallons of oil has been recovered and shipped off site to Beaver Oil Company, Inc. for reuse in blended fuel product.

Will have to pump the oil recovery tank in the next few weeks (approx. 1,700 gallons of oil).

B. Planned Removal Actions

The currently planned future removal actions are as follows:

1. Continue operating the product recovery system through September 30, 2000;
2. Selection of a contractor and installation of the second access door to the product recovery building;
3. Solicit quotations to construct a temporary building to house an air stripping unit and carbon filtration vessels if deemed necessary.
4. Continue gross oil recovery from seeps to the ditch as necessary.

C. Key Issues

Negotiations are underway between U.S. EPA, the PRP group for the Conservation Chemical Site and representatives of the Gary Chicago Airport to install a culvert along the length of the drainage ditch. The intent of installing an appropriately engineered culvert, is to isolate surface water flowing to the Grand Calumet River from oil which may continue to seep and migrate into the existing drainage ditch.

The project would be funded by the Conservation Chemical PRP group as a "trade-off" for other work that was to be performed on the Conservation Chemical Site and stipulated by an Administrative Consent Order. The work that was initially planned has now been deemed inappropriate.

It should be noted that installation of the ditch culvert would not replace continued operation of the pump and treat system. U.S. EPA believes that without continued system operation, oil could still migrate to and impact the Grand Calumet River and surrounding wetland environment.

U.S. EPA forwarded a letter dated 2/7/00, to representatives of the Gary Chicago Airport requesting that they assume responsibility in future operation of the pump and treat/oil water separator system. The Gary Chicago Airport replied in a letter dated 2/28/00, indicating that they are unable to fund continued operation of the system.

A meeting with the U.S. Coast Guard will be scheduled in the near future to discuss PRP liability and cost reimbursement issues concerning the Industrial Highway/Gary Municipal Airport Oil Release Site.

V. COSTS (through 4/1/00)

	<u>CEILING</u>	<u>AMOUNT USED</u>
ERRS Contractor	\$ 740,000	\$ 553,000
START Contractor	\$ 46,000	\$ 33,000
U.S. EPA	TBD	

NOTE: An additional \$150,000. from the IAG was requested and has been approved to be added to the ERRS project ceiling.

* The above accounting of expenditures is an estimate based on amounts known by the OSC at the time of preparation of this report. The cost accounting data shown in this report does not necessarily represent the exact monetary figures which the U.S. Government may include in any claim for cost recovery.

VI. DISPOSITION OF WASTES

<u>Material</u>	<u>Quantity</u>	<u>Disposal Facility</u>	<u>Dates Shipped</u>
None	Not applicable	Not applicable	Not applicable